



Navy Motorcycle Safety

FY14 to date (3 March 2014)

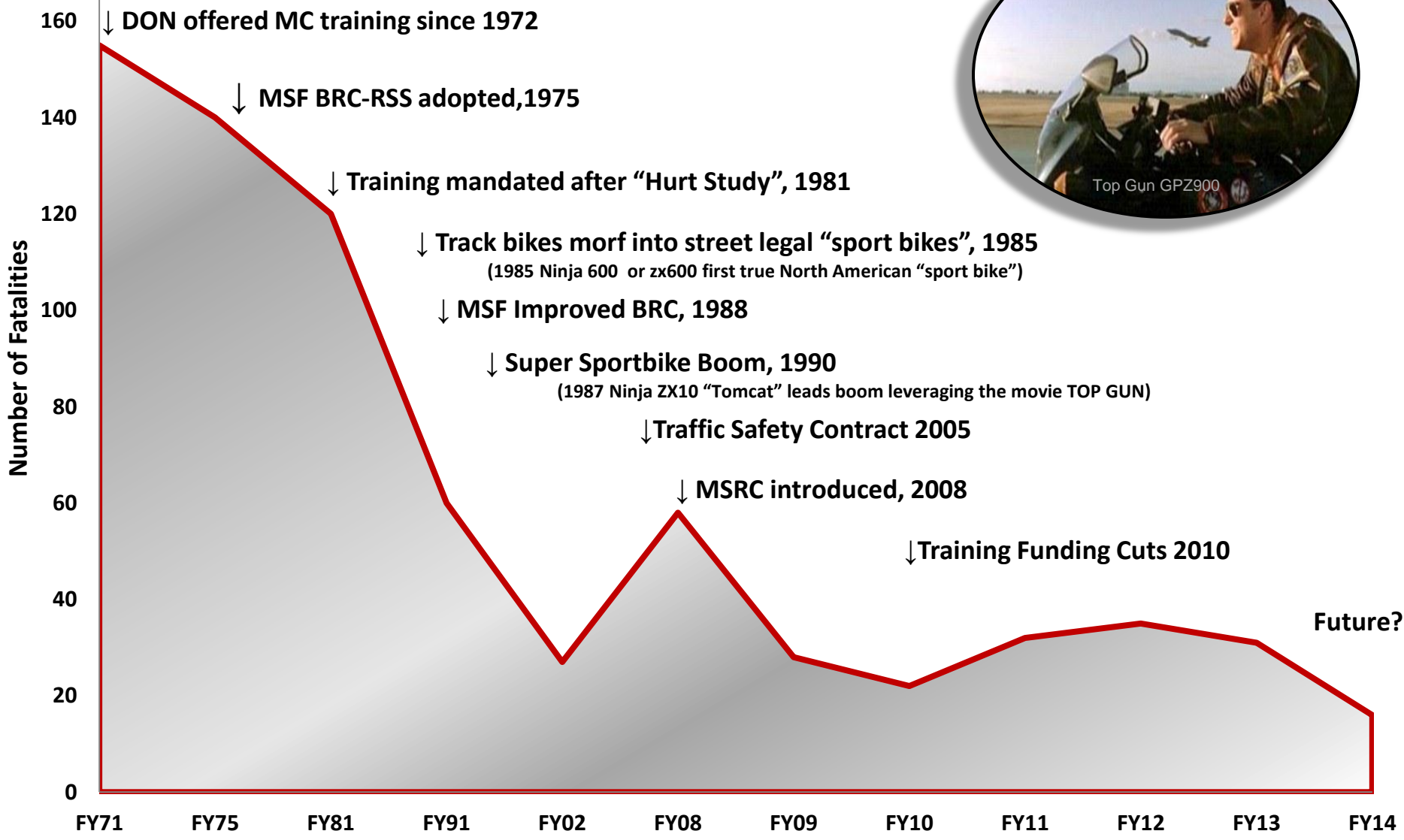


Don Borkoski
Naval Safety Center
Motorcycle Programs



Fatal History

DON FY71-FY14





Class A Mishaps

USN FY13

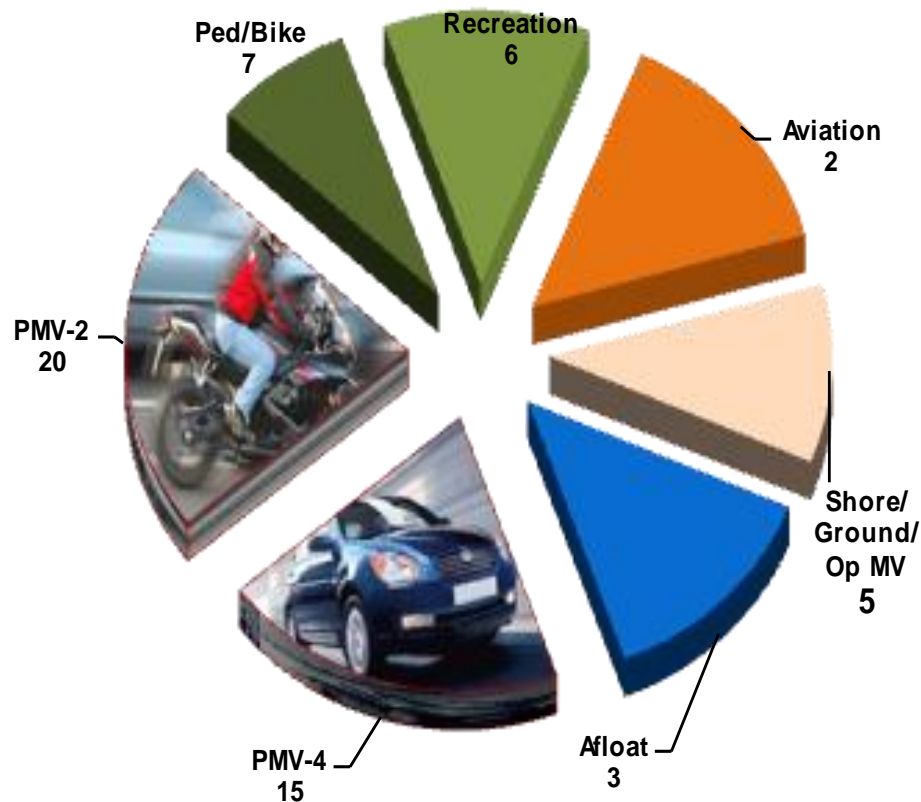
Motorcycles were **26%** of all class A's

Biggest piece of the Class A pie with **less than 8%** of the population

Motorcycle Class A
1:1375 riders

Private Auto Class A
1:20,640 drivers

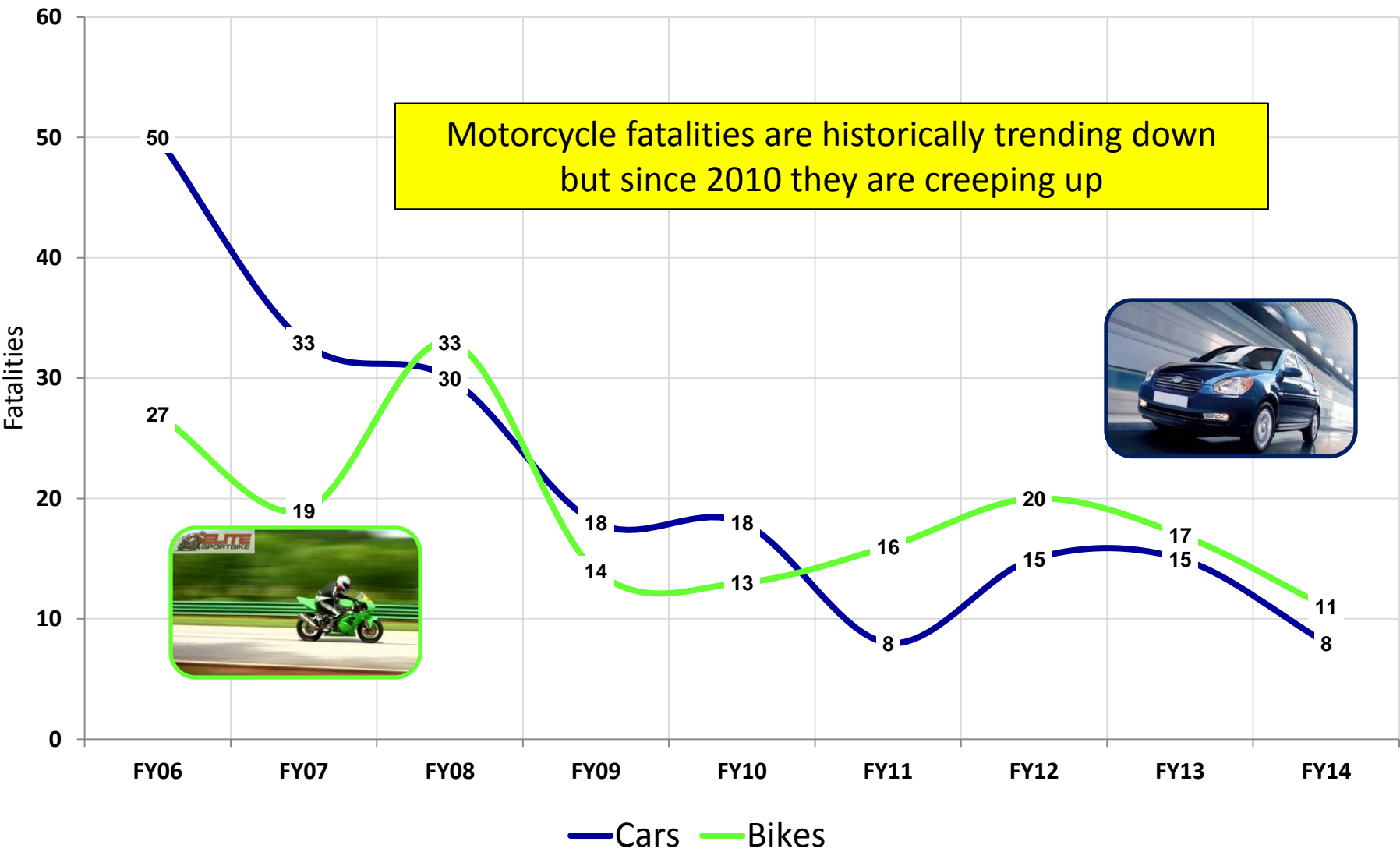
If you ride,
you are **15 TIMES**
more likely to be involved in a Class A
mishap
than if you drive.





Cars vs Bikes

USN Fatalities FY06-FY14 to date





Traffic Safety Policy Evolution

Where We're Going

- Joint Service Training ?
- Standardized DoD policies ?
- Targeted Training ?
- Sustainment ?

OR:

What We Did

- MSRC and ARC
- Traffic Safety Training Contract
- Motorcycle Census/ESAMS/MSR's
- Revised PPE Policy
- Aligned resources (Training bikes, Ranges)

Where We Were

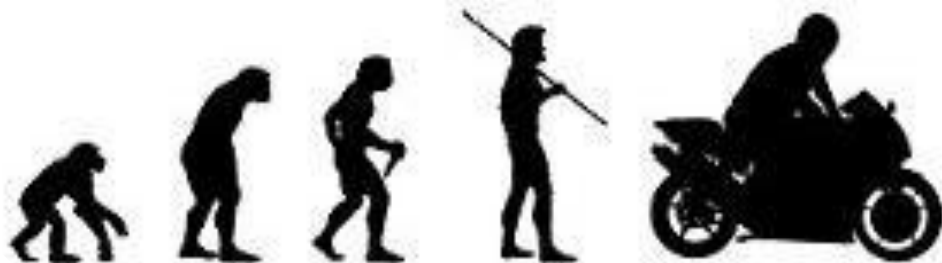
- Increasing PMV2 fatalities
- Underground Rider
- Inadequate Training
- No Training Bikes
- Limited Resources

We have made gains that are temporarily holding. Budget cuts and reduced support may be reverting us back to where we were in 2008.

Signs?

FY14 fatal to date =12

FY13 fatal at this time =4





Required Motorcycle Training

Only 3 days of training can save a valuable asset

Fights Complacency

LEVEL 3

Every 3 years



Refresher Training
(Continuing Education)

Proven Effective

LEVEL 2

Within 60 days of BRC

**Advance Rider Course or
Military Sport-bike Rider Course**
(Risk Management/Performance Bike Training)

Enough to be Dangerous

LEVEL 1

Before you ride

Basic Rider Coarse
(Fundamental Training)

Proven Deadly

No Training

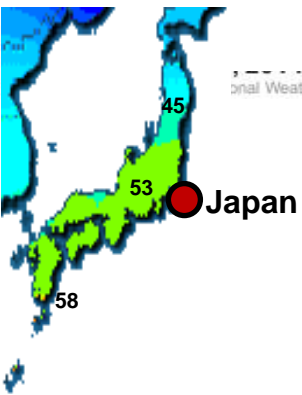
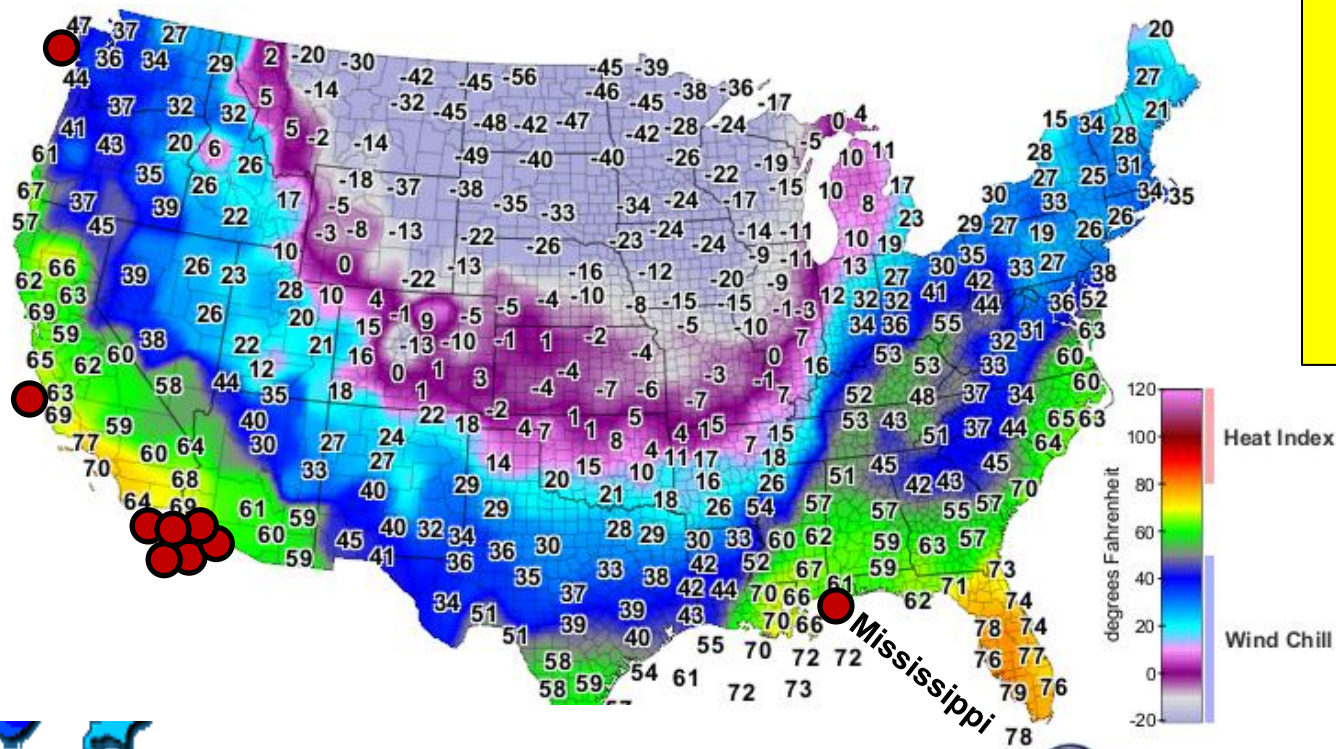




PMV2 Fatalities

FY14 (Oct to Nov)

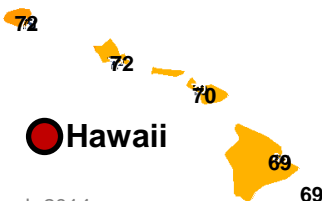
Weather should contribute to less motorcycle fatalities.
Not so!
11 PMV-2 fatalities so far this year.
Only 4 at this time last year!



onal Weather Service. Created 3:35:37 PM January 5, 2014 CST. © Copyright 2014



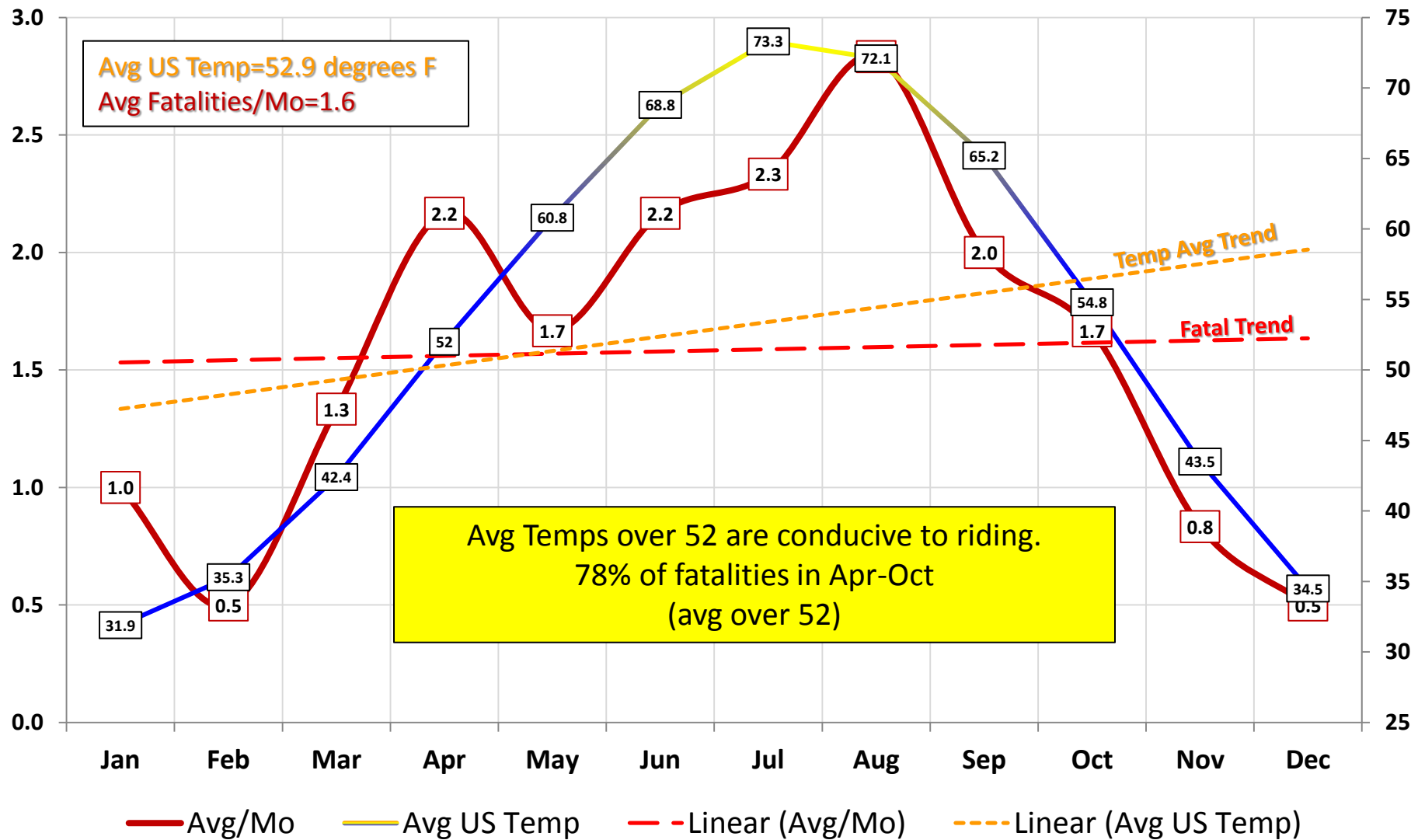
- The only areas of the country with consistent riding weather in FY14 include:
 - Southern California
 - Southern Florida
 - Mississippi
 - Hawaii
 - Texas





Seasonal Factor

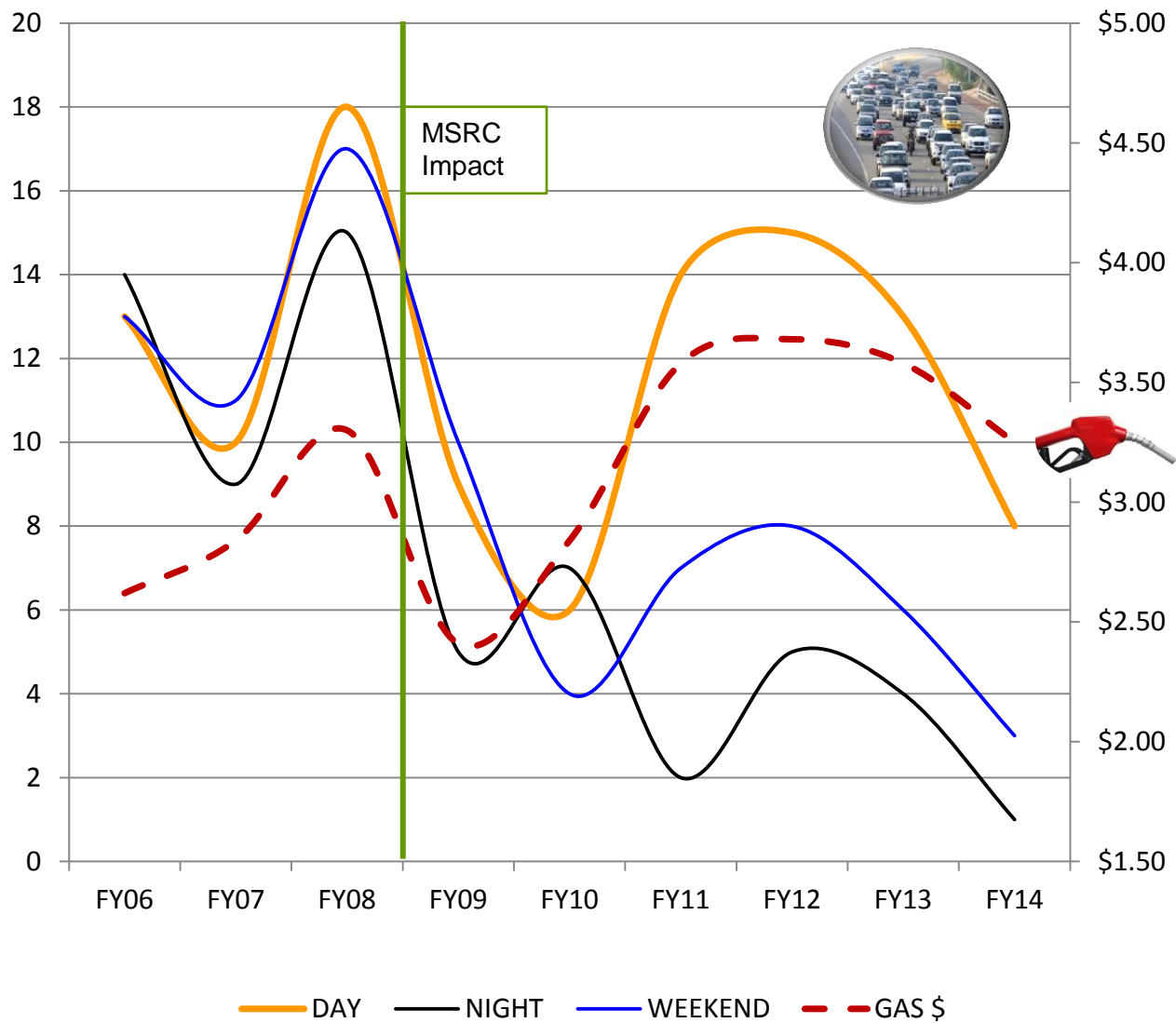
USN PMV2 Fatal by Age 5yr Avg (FY8-12)





Gas Price Effect

USN PMV-2 Fatalities FY06-FY14



Synopsis

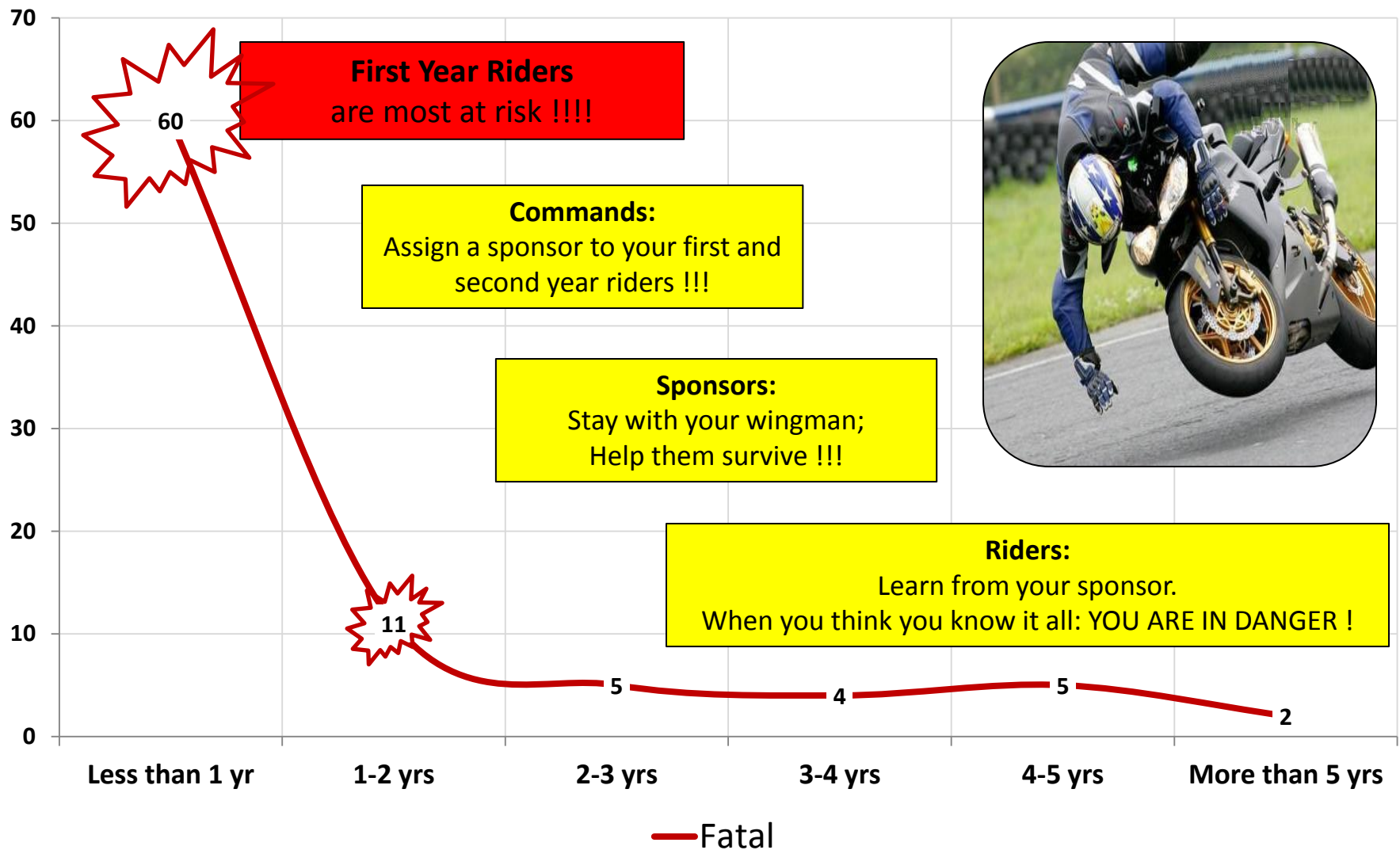
- Higher gas prices corresponds to increase in PMV-2 work day fatalities
- Workday riding increases exposure and potential for mishaps.
- Prior to the MSRC impact (FY09), fatality distribution was evenly distributed day, night and weekend.





Experience Factor

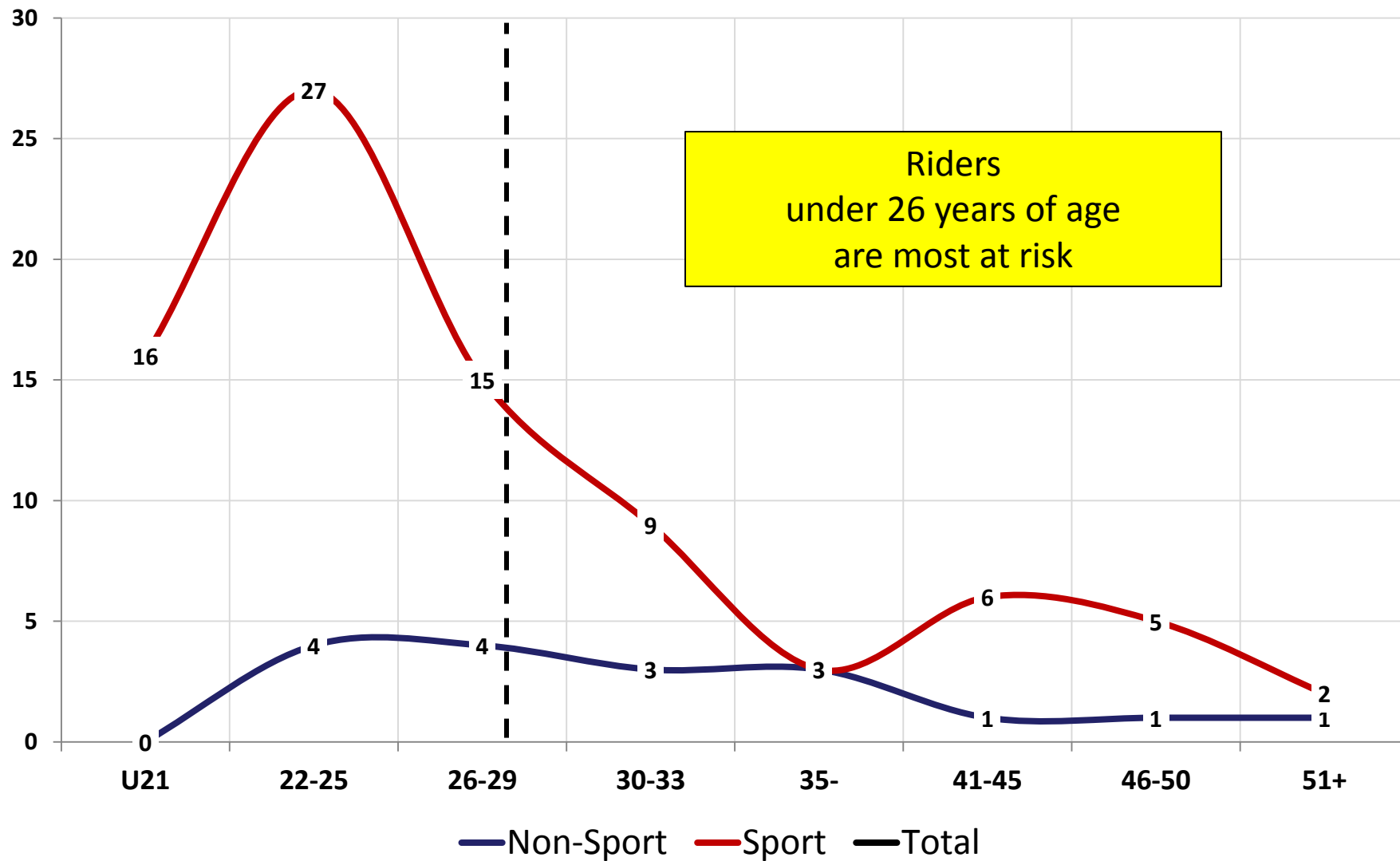
USN PMV2 Fatal by Experience (FY09 to FY14 to date)





Age Factor

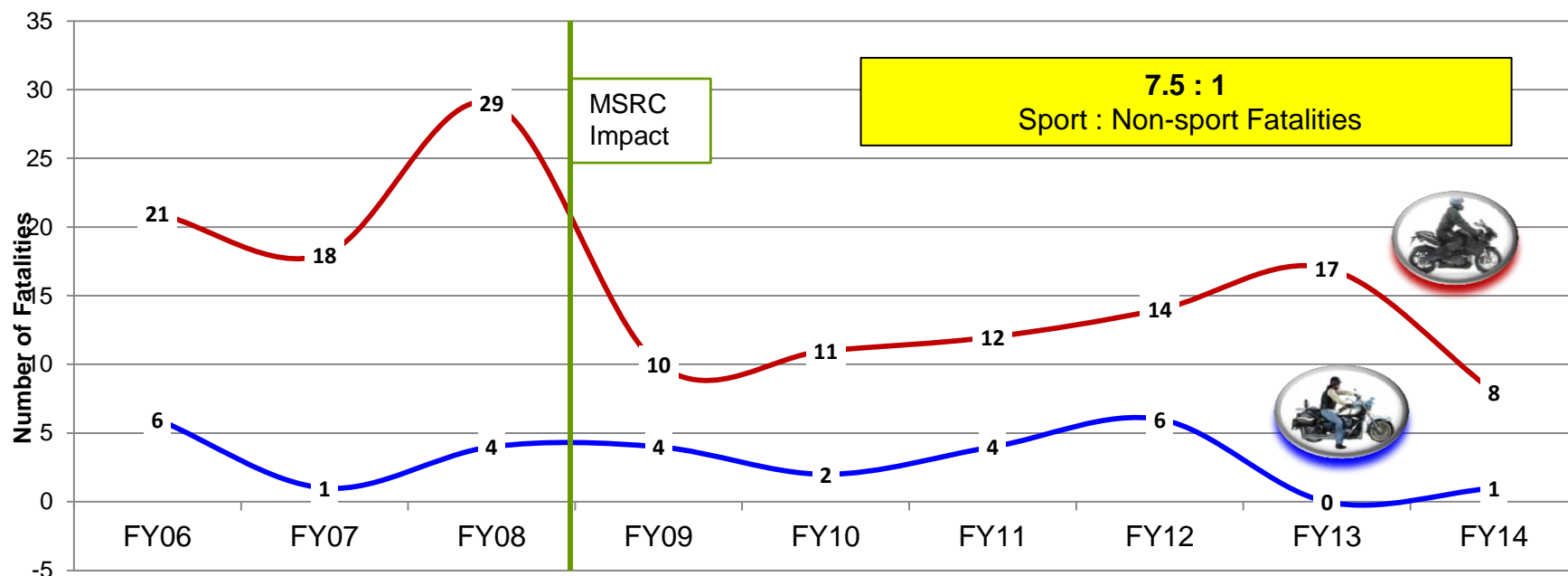
USN PMV2 Fatal by Age 5yr Avg (FY8-12)





Sport vs Non-Sport

USN PMV-2 Fatalities



Synopsis

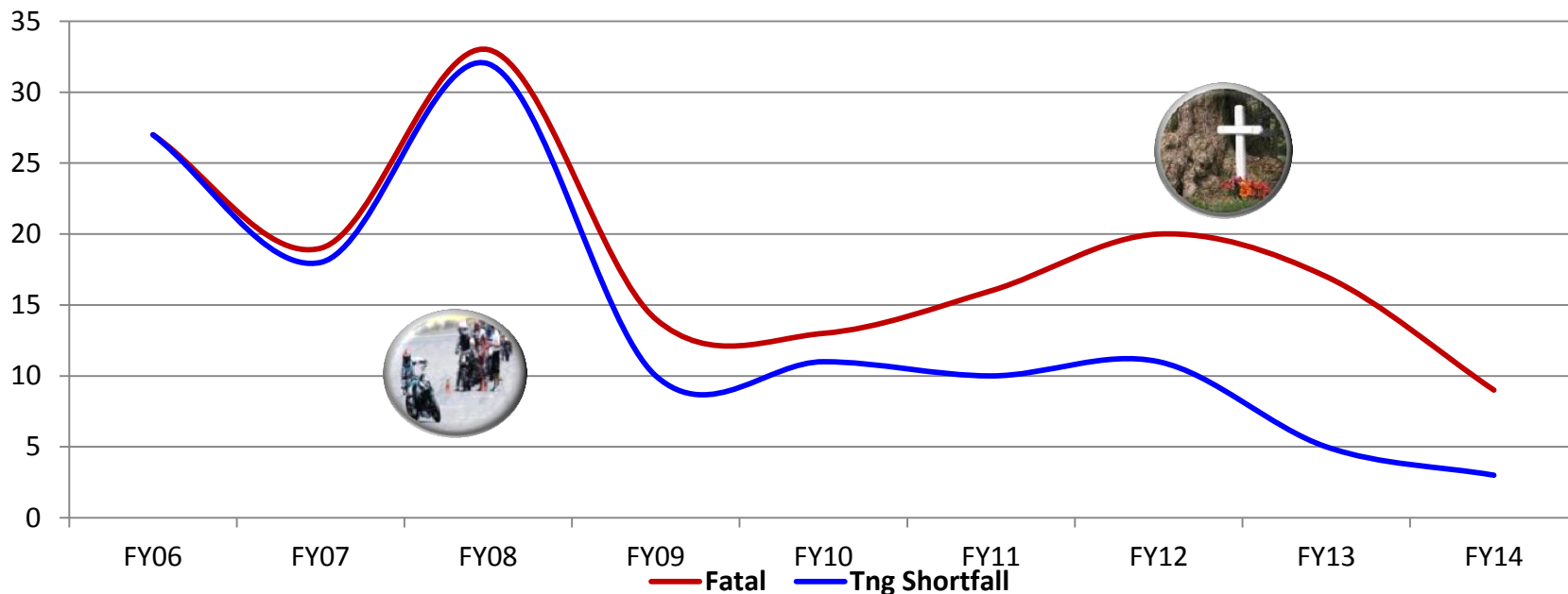
Sportbike fatalities remain higher than Non-sportbike fatalities.

Sportbikes are more challenging to ride and see.

Higher level training has and will continue to help reduce mishaps.



USN PMV-2 Fatalities Training



Synopsis

- Prior to FY09 most riders in a fatal mishap had training shortfalls (lines close)
- As training shortfalls diminish, the overall number of fatalities was diminished
- As expected, with a high training compliance, a larger number of the riders involved in mishaps are trained (larger gap)
- Unfortunately a quarter of the riders killed have training shortfalls.



Is training cost effective? Does Motorcycle training work?





Approximate Cost of one Active Duty USN Fatality

Demographics

- Mean age = 25
- Years Svc = 6
- Married = 75%
- Will spouse remarry = no
- Avg # Children = 2
- Avg Training = C school
- Avg Pay Grade = E5
- Avg Billet Gap = 6 months

Every death and injury



has an impact on readiness

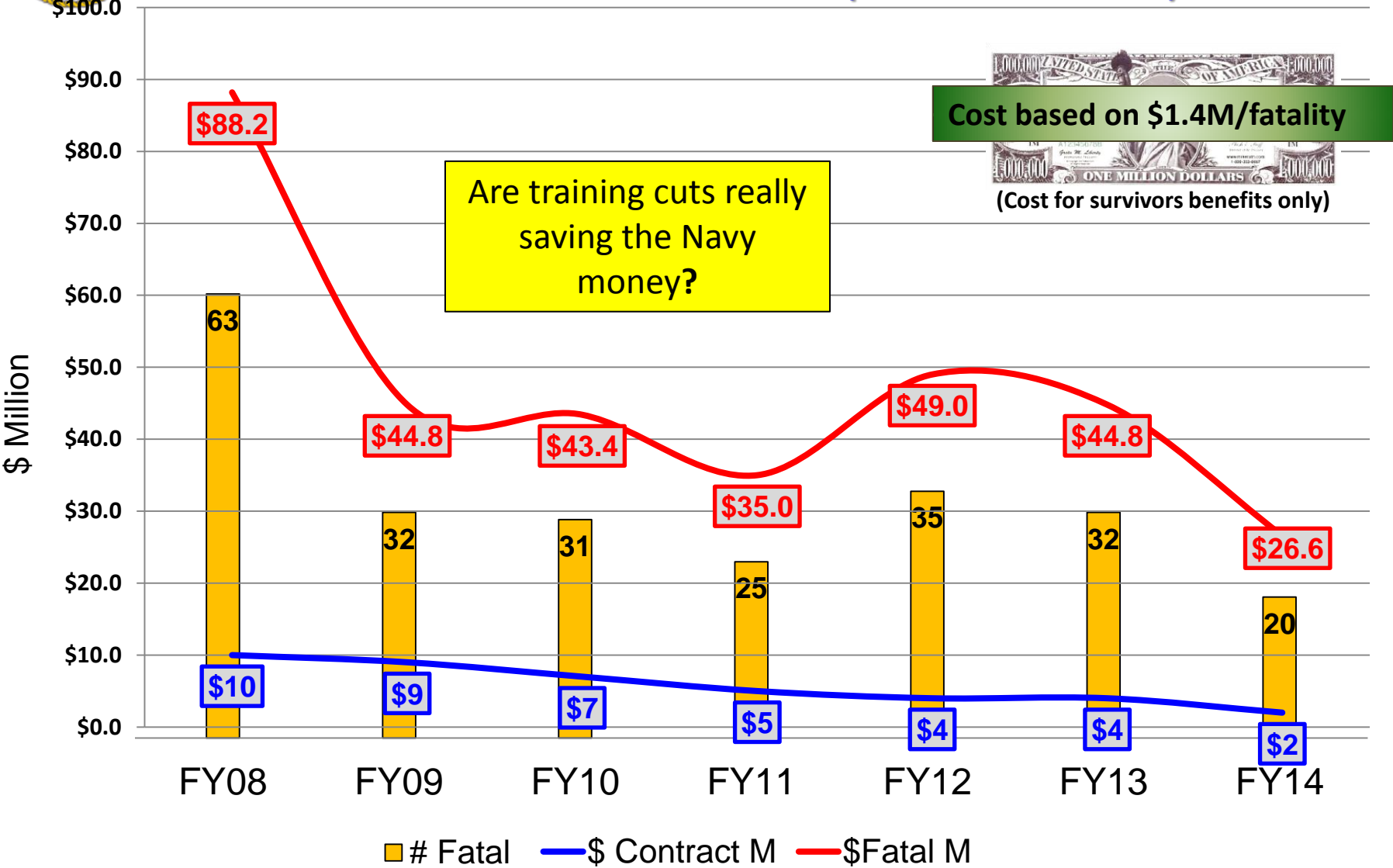
Approximate Cost

\$100,000	Tax free Death Benefit
\$384,400	SGLI \$400k - \$.065/\$1000/6 years
\$573,600	Survival Spouse: \$1195/mo/40years
\$6,000	Child Benefit: \$250/mo/2years
\$10,064	Per Child Benefit: \$296/mo/child/till age 18
\$82,350	Child Education: \$915/mo/child/for 45 mo
\$30,120	Child in College: \$251/mo/age 18 to 23
\$18,000	Housing or BAH: avg \$1500/mo/1 year
\$1,740	Tri-Care: \$580/year/3years
\$2,520	Delta Dental: \$70/mo/3years
\$40,000	"A" School \$10k/"C" school \$30k
\$2,230	EMS \$500/Tow \$250/Emergency Rm
<hr/>	
\$1500	
\$1,403,024	MINIMUM Financial loss for average rider



Traffic Safety Cost

USN PMV-2 and PMV-4 Fatalities (FY08-FY14 to date)





*Why do we train motorcycle riders?
Aren't there other options?*





Safety Improvement Methods

The 3-E's

Engineering

- 2011: ABS brakes
- 2012: Traction control
- 2013-14: Automobile radar braking

**Engineering usually requires industry changes.
It is expensive and often beyond our ability to control.**



Enforcement

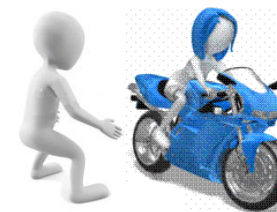
- 2010: Required ESAMS and MSR
- 2012: No DoD decal requirement reduced "underground" ridership
- 2012: No DoD decal has forced commands to track rider training

**Enforcement is beyond our control in the civilian sector.
On-base enforcement can drive riders underground who do not receive training**



Education

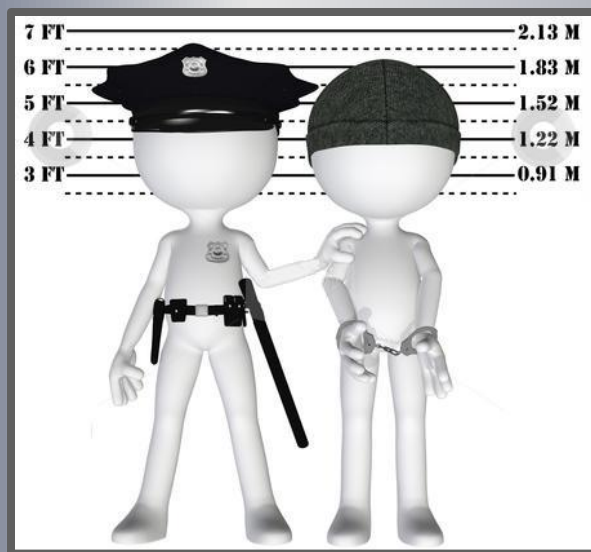
- 2004: Better availability with Contract training
- 2008: MSRC reduced sport bike mishaps
- 2010: MSR's increased the training compliance
- 2011: ERC has introduced much needed risk management



**Education is our most effective tool providing lifesaving skills and knowledge
Education is not cheap,
but saves millions of lost dollars for each mishap mitigated or prevented**



What Issues are there with Motorcycle policy?





Motorcycle Mentorship

Motorcycle Riding is one of the most dangerous activities most people will ever do in their life



- Encourage motorcycle mentorship groups
 - MSR's can act as initiators
 - Example charters on Safety center web page
- Keep it simple
 - Group rides
 - Training sessions
 - Inspect bikes before rides (TCLOCS)
- Leadership involvement will ensure success
- Riders should be encouraged to
Manage their own Risk

**Watch your
buddy's six**



ESAMS Navy Training Database

- Scheduling
- Census data
- Training Compliance
- Completion Database
- Traffic Safety Training reports

Motorcycle Safety Rep (MSR)

- Manage Ridership and Census Data
- Manage Training and Refreshers
- Generate command Motorcycle Reports
- Command Mentor Coordinator

Region Safety/Contract Leads

- Assist MSR's with ESAMS training/concerns
- Provide MSR meetings
- Assist with Training schedules
- Assist with Rides, Stand-downs and Events



Collateral Duty MSRs Have More Ability To Reduce Fatalities / Injuries Than Anyone Else In The Navy!



*Who are the riders in my command?
What is their training compliance?*



Command Dashboard

Command/Organization: Navy Parent Command

Motorcycle Coordinator Links

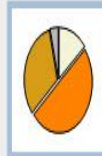
- Record Previously Completed Training (Update Training)
- Individual Training Compliance and Needed Training
- Traffic Training Summary by Command/Organization
- Other Available Reports
- Motorcycle Training Enrollment
- Motorcycle Coordinator Training Manual

Additional Info

Total Questionnaire Responses: 28078
Street Bike Completed Questionnaires: 26731

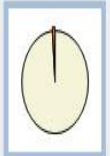
Age Census

	Sport	Standard	Multiple	Total	%
18 - 24:	1760	1059	68	2887	14.11
25 - 35:	4815	5021	302	10138	49.55
Over 35:	1711	4642	196	6549	32.01
No Response:	333	453	31	817	3.99



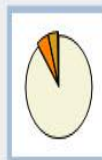
Ownership Census

	Sport	Standard	Multiple	Total	%
Current Owners:	8523	11077	595	20195	98.70
Non Owners (Other):	126	135	4	265	1.30
No Response:	0	0	0	0	0.00



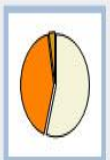
License / Permit Census

	Sport	Standard	Multiple	Total	%
Licensed Riders:	7538	10175	564	18277	89.33
Permitted Riders:	603	547	21	1171	5.72
No License / Permit:	481	453	14	948	4.63
No Response:	27	37	0	64	0.31



Military / DOD Civilians Census

	Military	DOD Civilians	Total	%
Standard Riders:	11049	153	11202	54.75
Sport Bike Riders:	8597	52	8649	42.27
Multiple Riders:	590	9	599	2.93
No Response:	0	0	0	0.00



Other Data

Total With Duty/Task: (Non-Riders/No Response/Plan to Own)	Total 727
Total Motorcycle Street Riders: (Used for Dashboard Calculations)	20460
Other Type (Dirt Bike, ATV, etc):	1347
Potential New Riders (Planned Owners):	6519
Riders Registered on Base:	13569
Reported Motorcycle Mishaps:	296

Motorcycle Training Compliance - As of 3/6/2014 6:00 AM

Standard Riders	Total
Requiring Training:	11742
Completed Training:	8843
Sport Bike Riders	Total
Requiring Training:	9167
Completed Training:	6881
Deployed Personnel:	619

Compliance: 75.31%

Compliance: 75.06%

Thank you for your support!

***Its up to you to
Drive and Ride safely.***

***The roads are dangerous
out there!***

**PMV
Mishaps**

Don Borkoski
Naval Safety Center
Motorcycle Programs

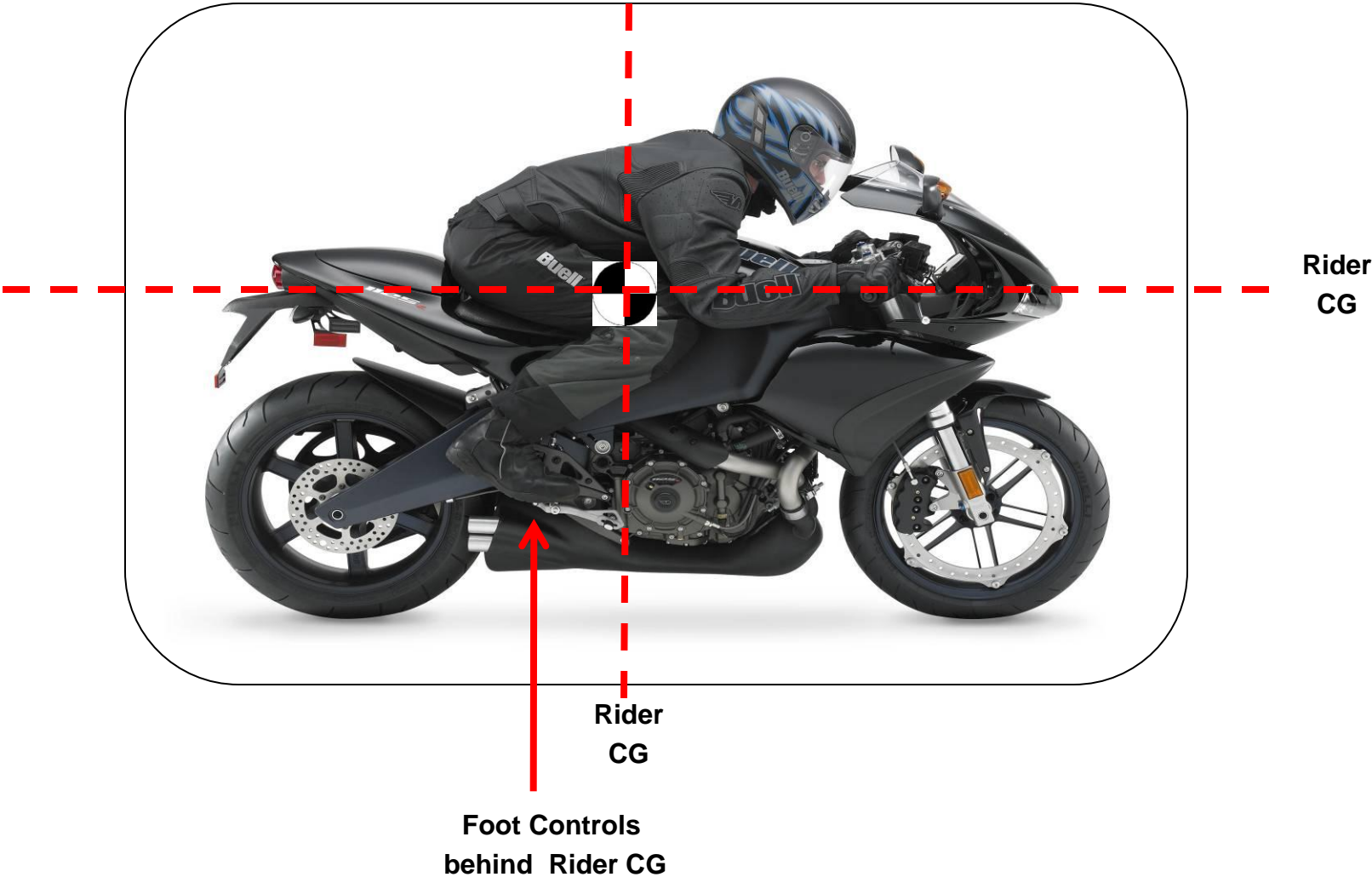


Back Up Slides



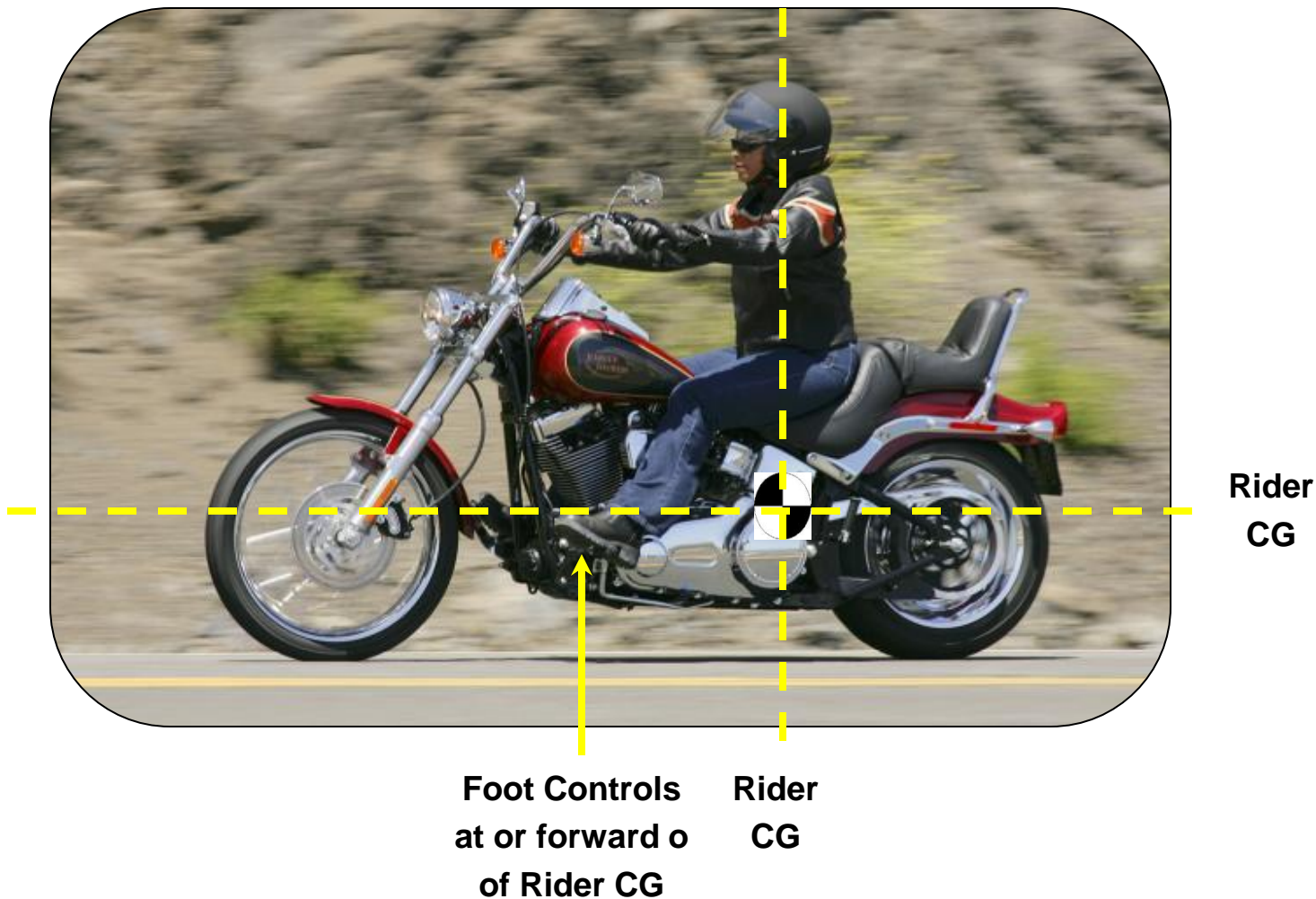


Sport Bike Characteristics



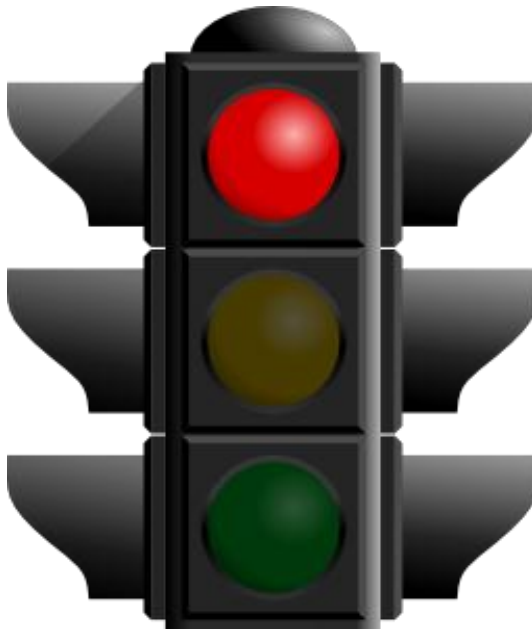


NON-Sport Bike Characteristics





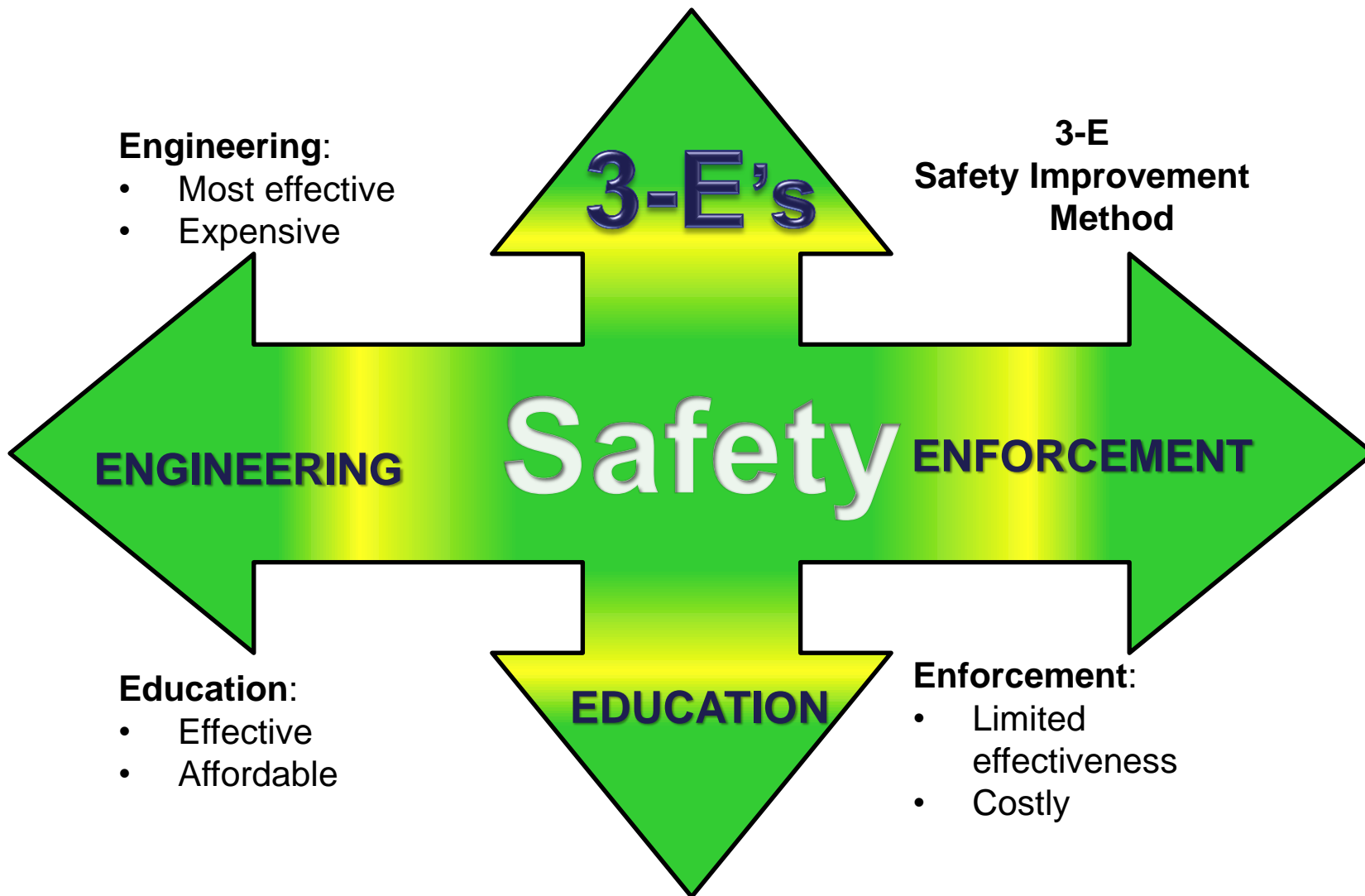
The End





Safety Improvement Methods

The 3-E's





DoD Partners in crime?





Service Web Sites



- **DoD:** dodig.mil
- **USN:** www.safetycenter.navy.mil
 - Facebook, Twitter, E-Blast
- **USMC:** www.marines.mil/unit/safety/
- **USA:** <https://safety.army.mil>
- **USAF:** www.afsc.af.mil
- **USCG:** www.uscg.mil/hq/cg1/cg113/



Motorcycle Lessons Learned

- Riders with less than one year experience are extremely vulnerable.
- Mentorship for first and second year riders can reduce mishaps.
- More riders are exposed to work-day traffic.
- Some riders continue to operate motorcycles with the same risk awareness they apply while driving a car and it is deadly.
- Timely Safety stand-downs and command rider training can help keep rider risk management in the forefront.
- A high number of riders involved in fatal crashes have not completed the required training.
- Excessive requirements on Motorcyclists drives them off base where they do not attend training and are 30 times more likely to be in a mishap.
- Keep motorcycle Training shortfalls under 80%
- Continue to fight for training support and funds. Mishaps are more expensive than Training!!!

Training Saves lives

We can't afford not to fund it !!!